

Council Policy

Crossovers



Legislation/local law requirements	Local Government Act 1995
Relevant Delegation	Please see Delegated Authority Register
Related policy procedures and documents	Crossover rebate inspection administration cross over site inspection Vehicle Crossover specifications and Design Plans Crossover subsidy rebate application EFT form.

Introduction

The City is committed to ensuring the construction and maintenance of crossovers adhere to high standards and regulatory requirements. This policy provides clear guidelines for property owners, developers, and contractors regarding the construction, maintenance, and design of crossovers within the City. By implementing this policy, the City aims to maintain uniformity, safety, and aesthetic appeal across all residential areas.

Purpose

To encourage construction and maintenance of crossovers to adequate standards and timeframes.

Objective

The objectives of this policy are to:

- guarantee that all crossovers are constructed in a manner that ensures the safety and accessibility of pedestrians, cyclists, and motorists.
- establish standardised construction practices for crossovers that align with the City's specifications and design plans, ensuring consistency and quality.
- encourage property owners and developers to comply with the City's regulations and specifications, thereby minimising non-compliant crossovers.
- provide a clear framework for the rebate process, ensuring that property owners are aware of the criteria and procedures for obtaining financial rebates for compliant crossover construction.
- protect existing trees and environmental features during the construction of crossovers, promoting sustainable urban development practices.

By adhering to these objectives, the City aims to foster a well-planned, safe, and visually appealing urban environment.

Scope

To provide direction for the construction of crossovers on residential lots by adhering to the Vehicle Crossover Specification and Design Plans when designing crossover locations for new and existing residential properties.

Policy Provisions

Definitions

For the purpose of this Policy, the meaning of 'Crossover' has the same meaning as 'Crossing' referred to in the *Local Government Act 1995*.

Policy Statement

- 1 All crossovers should be constructed and maintained in accordance with the City's "Vehicle Crossover Specifications and Design Plans"
- 2 A crossover plan shall be submitted for approval prior to construction commencing. The submitted plan shall also show the proposed route of the driveway, and:
 - 2.1 The plan should accurately identify the location of existing and nearby trees in the road verge, and where practicable, should minimise disruption to these trees;
 - 2.2 Where trees are to be removed, written approval from the City is required. Replacement trees should, where practicable, be planted as close as possible to the location of the removed tree with the submitted plan indicating the proposed locations and species of the replacement tree/s; and
 - 2.3 Where a Local Development Plan is in place over the land, the submitted crossover plan shall be consistent with the Local Development Plan, or any subsequent planning consent.
- 3 The builder or owner shall construct the crossover for newly constructed dwellings as indicated on the approved plan prior to an occupancy permit being issued for the property, or by a date mutually agreed upon by the City and the owner.
- 4 Where an established property does not have a crossover which complies with the current specifications, and the owner requests and receives the City's approval for a new one, the owner is to construct or arrange to construct the crossover, as per the approved plan.
- 5 In respect to a first crossover to the land or private thoroughfare, a rebate equivalent to 50% of the cost, as estimated by the City, of a standard crossover, will be made to the applicant when the crossover has been constructed in accordance with the City's "Vehicle Crossover Specifications and Design Plans".
- 6 The City will not provide a rebate towards construction of a second crossover, or when a rebate has already been paid for a previously approved crossover on that land (Lot).
- 7 Property owners can engage a private contractor to build their crossover. (This does not prevent property owners with adequate skills building their own crossover to Council specifications).
- 8 Where a footpath exists and a crossover is to cross it, the footpath is to remain in situ and is not to be modified or any part of it removed. The crossover is to end at the footpath edge.
- 9 Any crossover constructed without approval of the City, and not constructed to the City's specifications will not be entitled to any rebate. The City may also issue a Notice requiring the crossover to be removed and any damage to the verge repaired at the owner's expense.

- 10 Irregular shaped lots, steep grades or other irregularities may mean that it is not always practicable or the safest option to achieve exactly the specifications required by the Vehicle Crossover Specifications and Design Plans. In this case, discretion to approve a non-compliant crossover will remain with the City.
- 11 If some variation is sought to the City's standards for a crossover design and prior arrangement has been made with a developer and the City in writing and endorsed on the property title, the property owner will be eligible to receive the rebate, (e.g. if a developer puts in place restrictive covenants that require crossovers to be constructed of a material other than concrete or brick paving).
- 12 Council will supply one 6-meter length of 225mm or 300mm diameter PVC stormwater pipe to the owner of a rural or special rural lot where a crossover is to be constructed over an open drain in the road verge. The pipe will enable construction of a 3m wide crossover and is to be installed by the owner, or contractor constructing the crossover. Additional pipe for a wider or second crossover may be supplied at the owners cost. The City will deliver the pipe to the property.

Financial/Budget Implications

A crossover rebate is available on application to the Manager of Engineering Services. The rebate is calculated as:

- a) In respect to the first crossover to the land or private thoroughfare, a rebate equivalent to 50% of the total cost of a standard 3m wide, 100mm thick concrete crossover, as estimated by the City, will be paid to the applicant when the crossover has been constructed in accordance with the City's "Vehicle Crossover Specifications and Design Plans".
- b) The rebate figure is revised and may change each financial year. The actual amount payable per meter is listed in Council's fees and charges schedule and is based on the supply and placement of a 100mm thick concrete crossover. The method of calculating the rebate is based on the distance measured between the property boundary and the back of kerb or footpath excluding any footpath area.

Risk Assessment

A risk assessment conducted as part of this Policy review indicates that the risk to the City by not providing an adequate Crossover Policy would result in a moderate risk rating. Associated risks would include not constructing crossovers or construction of non-conforming crossovers. This would potentially result in uneven and varying verge levels or loss of materials, all of which may present a hazard or risk to road users.

It is assessed that the risk rating following implementation of this Policy would result in a low risk rating.

OFFICER USE ONLY

Officers may amend this section without council approval.

Responsible Team	Engineering Services
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